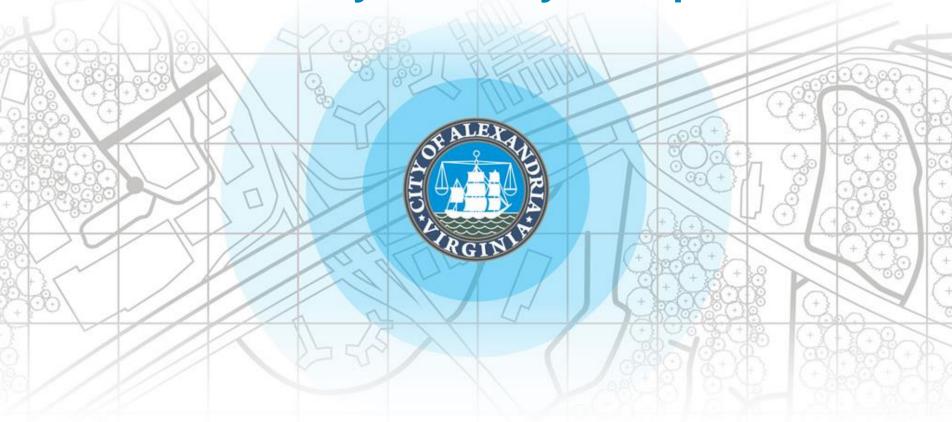
WEST END TRANSITWAY

Policy Advisory Group



December 18, 2014

ALEXANDRIA ACCELERATED

MEETING AGENDA

- 1 Project Schedule
- 2 Project Progress
- Build Alternative Refinement and Concept Design
- 4 Update on Preliminary Evaluation of Alternatives
- 5 Discussion and Next Steps



1 PROJECT SCHEDULE



Technical Schedule



					20	14					2015								
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
ALTERNATIVES DEVELOPMENT	Purpose and Need			gn Optior screen 1)	s Deta	iled Altern (Screen 2				AA Repor	t								Locally Preferred
ENVIRONMENTAL DOCUMENTATION				Existing conditions				vironments creening	al			Ac	dministra Draft EA		Circulatio Draft EA		✓ FTA Appro		Alternative
CONCEPTUAL ENGINEERING						Surveying nd Mapping		onceptual gineering	1			onceptua eering F					EA ✓ Draft ✓ FONS		
FTA COORDINATION										Reque Project l	est to Ent Developr								
SECTION 106 PROCESS						s	ite Visit		Evalı	uation of E	Effects –	1 Meetin	g Cor		l Letter of /MOA/PA				
MEETINGS																			
Public Meetings			1					2							3				4
Project Advisory Group					1		2	3		4				5					
ITAC			1				2							3					
Transportation Commission			1		2			3				4			5				
Planning Commission															1				
Environmental Policy Commission															1				
City Council														1		2 on 2 N	leetings		3
Budget and Fiscal Affairs													1						



AA and **EA** | Timeline

Project Kick-Off	•		Evaluation of Alternatives	Environmental Assessment
PLANNING PROCESS Purpose and Need Existing Conditions Assessment		Preliminary Screening of Alternatives Definition of Evaluation Measures	Results of Evaluation Draft Environmental Assessment	Preferred Alternative Final Environmental Assessment
Winter 2014	Spring 2014	Fall 2014	Spring 2015	Summer 2015
PUBLIC PROCESS	May 22 4:00 – 8:00 PM Public Kick-off Meeting Landmark Mall	October 22 6:30 – 8:30 PM Transitway Options Pavillion at Mark Center	Public Meeting to Comment on Study Recommendations	Public Meeting to Review Environmental Document

18 - 24 Months





Build Alternative Runningway

N. Beauregard Street at S. King Street Northern Virginia Community College Shirlington N. Beauregard Street **Transit Center** N. Beauregard Street at W. Braddock Road at Fillmore Avenue Southern N. Beauregard Street Towers at Rayburn Avenue Mark Center N. Beauregard Street at Sanger Avenue N. Van Dorn Street at Sanger Avenue N. Van Dorn Street at Landmark Holmes Run Parkway Mall Pentagon Metrorail Station Landmark Mall S. Van Dorn Street at Stevenson Avenue S. Van Dorn Street **LEGEND** at S. Pickett Street West End Transitway

LEGEND

West End Transitway

- Planned Station
- Dedicated Transit Lane in One Direction
 - Dedicated Transit Lanes in Both Directions
- Transit in Mixed Traffic
- Transit in I-395 HOV Lanes (Peak Period)
- Metrorail Station
- ■ Metrorail Blue Line
- == Metrorail Yellow Line



WEST END TRANSITWA

Van Dorn Street

Metrorail



ELMWOOD DR

Planned Station



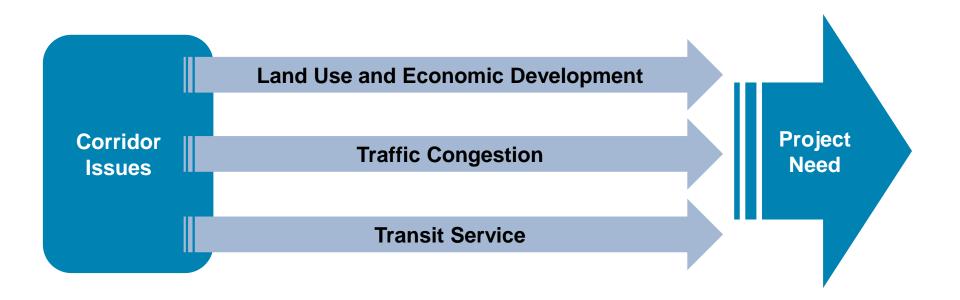
Dedicated Transit Lane in One Direction

Dedicated Transit Lanes in Both Directions

2 PROJECT PROGRESS



PROJECT NEED





AA and EA | PROJECT OUTCOMES

- Policy Decision
 - Locally Preferred Alternative selected by City Council
 - Transit Technology
 - Alignment
 - Configuration
 - Project Cost Estimate
- Project Finance Strategy
- Approved Environmental Document
 - Finding by FTA after review by federal and state agencies



FTA Comments on Environmental Scan

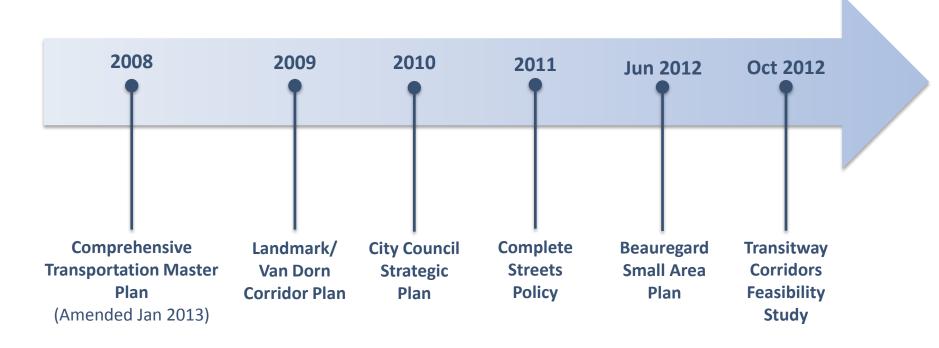
- Noise and Vibration: Conduct typical analysis per FTA 2006 Noise and Vibration Guidance
- Air Quality: The Build Alternative would not rise to the level of a "project of air quality concern"
- Topics for EA focus:
 - Threatened and endangered species: consultation with USFWS for the two ESA species near the Pentagon
 - Section 106 (Cultural Resources): coordination with VDHR
 - Section 4(f): no designated properties in the area
 - Environmental Justice: document benefits to corridor residents



BUILD ALTERNATIVE REFINEMENT AND CONCEPT DESIGN



Policy Precedent





Feedback Received

- Improve transit travel time with all-day, frequent service
- Provide bike accommodation that serves people of all ages and abilities
- Minimize ROW impacts to homes and businesses
- Minimize parking impacts
- Concerns about impacts to car traffic
- Concerns about City's ability to spend on this transit project



Refinements to Build | Key Considerations

- Short-term phased implementation
- Reasonable cost and property impacts
- Support the long-term vision

NO BUILD

- Transit services in shared lanes
- Includes already planned and programmed improvements

TSM

- Frequent, continuous transit service along Van Dorn and Beauregard Streets
- No major capital investment in new infrastructure for dedicated transit lanes

AA STUDY ALTERNATIVES

BUILD

- Frequent, continuous transit service along Van Dorn and Beauregard Streets
- Dedicated transit lanes along significant portions of corridor
- Efficiencies to minimize R-O-W impacts and impacts to environmental features

MATURE CORRIDOR

- Frequent, continuous transit service along Van Dorn and Beauregard Streets
- Dedicated transit lanes along entire corridor
- Landmark Van Dorn Plan recommends a 140'-150' Van Dorn Street Transit Boulevard

LONG TERM VISION

LONG TERM VISION

CAPITAL INVESTMENT



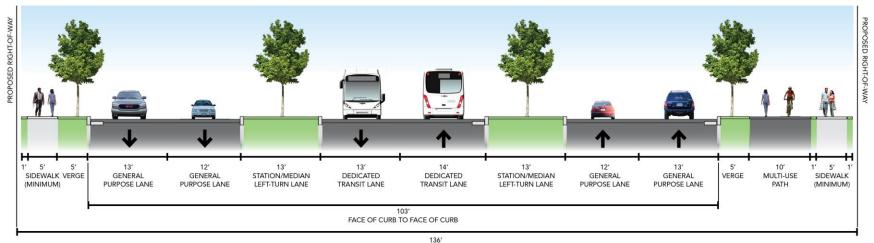
PRIORITIES DRIVING DESIGN DECISIONS South Van Dorn Street

- 1. Establish the permanent transit runningway
- 2. Maintain general purpose traffic lanes
- 3. Maintain continuous sidewalk
- 4. Minimize property and parking impacts
- 5. Where roadway reconstruction occurs:
 - a. Construct a multi-use path
 - b. Provide at least one landscape median
 - c. Construct streetscape improvements where right-of-way is available



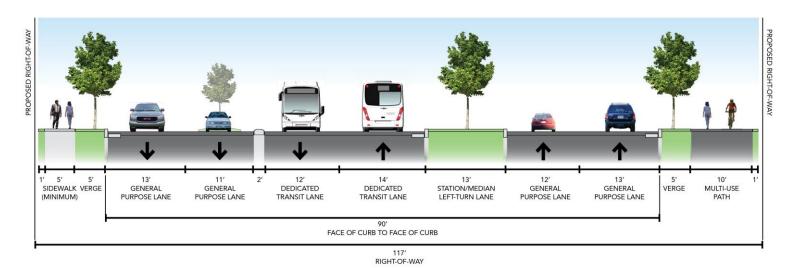
South Van Dorn Street - Cross Section

Long Term Vision



136' RIGHT-OF-WAY (MINIMUM)

Build Alternative



South Van Dorn Street Build Alternative Concept Duke St EB Ramps Stevenson Ave Mall Entrance Courtney Ave Eisenhower **Pickett St Edsall Rd** Duke St Railroad **Duke St WB Ramps** Holmes Run Pkwy (S.) Holmes Run Metro Rd Legend **Transitway Station Dedicated Transit Lane** Median

Multi-use Path

WEST END TRANSITWAY



EB Ramps **Duke St**

South Van Dorn Street Preliminary Property Impacts: Build Alternative Concept

Courtney Ave

Pickett St

Edsall Rd

Stevenson Ave

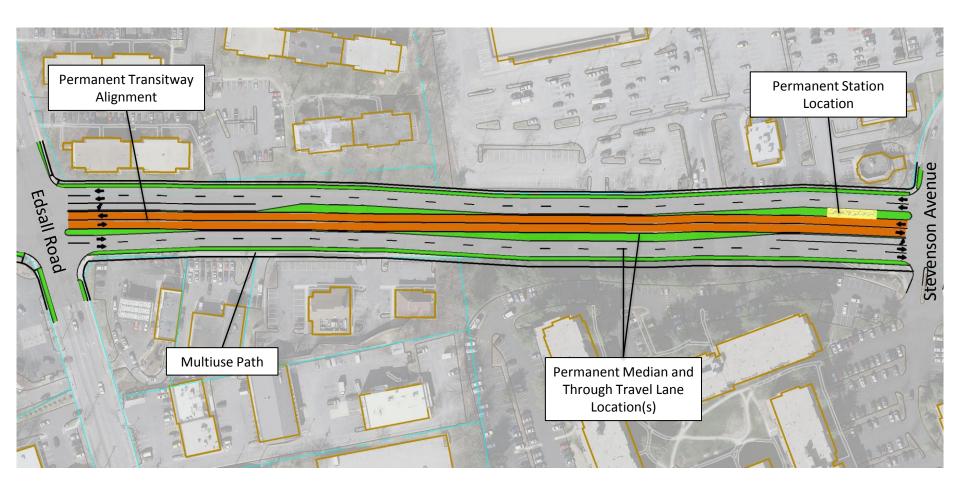




WEST END TRANSITWAY

Potential Acquisition

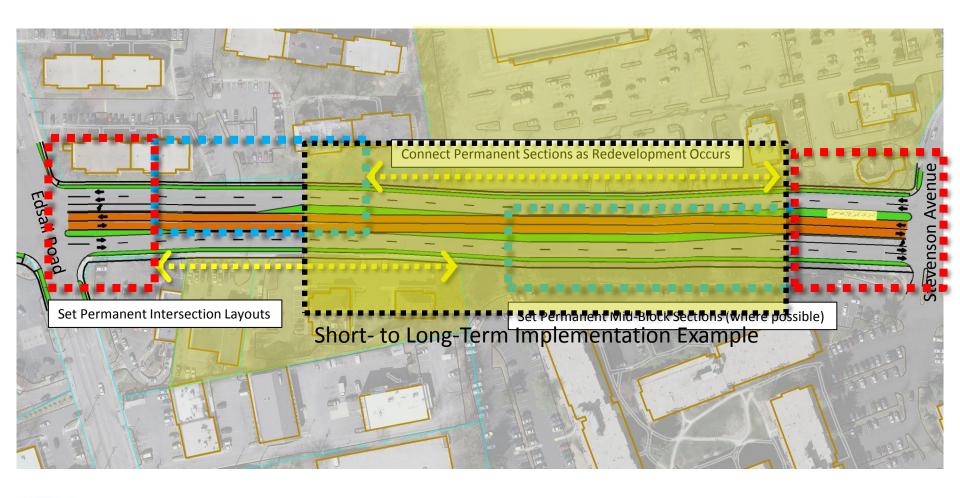
South Van Dorn Build Alternative Implementation







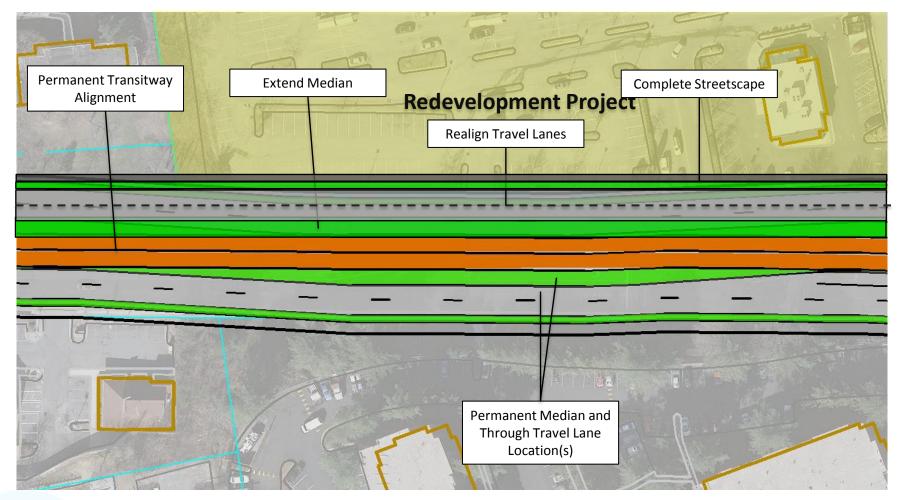
South Van Dorn Street – Build to Long-Term Schematic







Transition – Build Alternative to Long Term Vision







VAN DORN STREET AT SANGER AVE Priorities Driving Design Decisions

- 1. Provide a northbound dedicated transit lane Only the northbound direction needs dedicated transit based on observed traffic pattern and analysis
- 2. Minimize parking impacts
- 3. Maintain continuous sidewalk
- 4. Maintain general purpose through lanes
- 5. Construct a multi-use path



VAN DORN STREET AT SANGER AVE

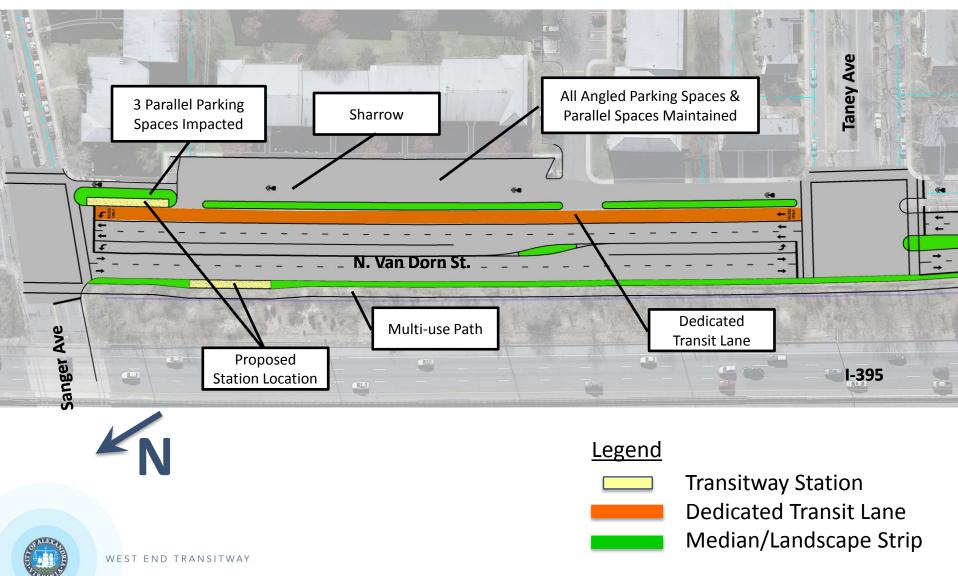
Design Options





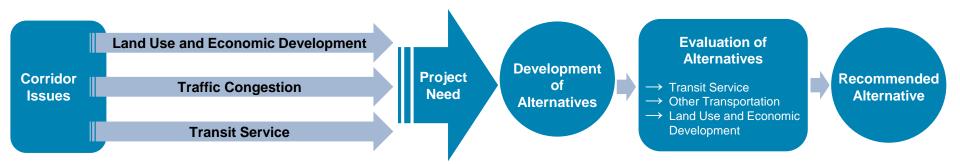
Element	Option 1	Option 2
Transit accommodation	Northbound dedicatSouthbound in mixe	
Bicycle accommodation	 Southbound bike lane Northbound bike lane 	 Southbound bike lane or multiuse path Northbound sharrow in access road
Pedestrian accommodation	Sidewalk on both sides	Sidewalk on one or both sides and multiuse path
Level of roadway reconstruction required	 Significant, reconstruct access road and parking and road widening 	 Minimal, widening toward I-395 mostly
Property impacts	Considerable effect on parking/ circulation on apartment property	Minimal, minor changes required at Sanger Avenue
Parking impacts	 Major impact, 50% space loss (30 spaces) 	 Minor impact, 3 to 4 space loss

VAN DORN STREET AT SANGER AVENUE Project Recommended Design Concept



UPDATE ON PRELIMINARY EVALUATION OF ALTERNATIVES







PRELIMINARY TRANSIT PERFORMANCE



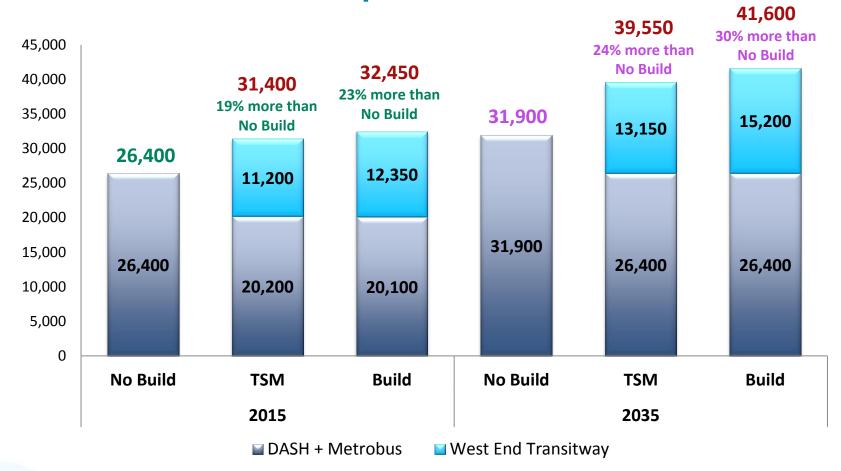
			2015				
Mea	asure	No Build	TSM	Build	No Build	TSM	Build
	DASH + Metrobus	26,400	20,200	20,100	31,900	26,400	26,400
Ridership	West End Transitway		9,700	11,600		12,600	15,200
	Total Corridor	No Build TSM Build No Build TSM 26,400 20,200 20,100 31,900 26,400 9,700 11,600 12,600 26,400 29,900 31,700 31,900 39,000 51 minutes 22 minutes 19 minutes 54 minutes 24 minutes	41,600				
Transit Operations	Average Weekday Travel Time – Van Dorn to Pentagon*						19 minutes (no transfers)
	Reliability	Low	Improved	High	Low	Improved	High

^{*}AM Average of All WET Routes for TSM and Build; 2015 and 2035 No Build times based on bus travel times between Van Dorn Metro Station and Pentagon



PRELIMINARY TRANSIT PERFORMANCE

2015 and 2035 Ridership





WEST END TRANSITWAY

PRELIMINARY TRANSIT PERFORMANCE



2015 and 2035 Transit Travel Time

		2015		2035			
Measure	No Build	TSM	Build	No Build	TSM	Build	
Average Weekday Travel Time – Van Dorn to							
Pentagon*	51 minutes (1 transfer)	22 minutes (no transfers)	19 minutes (no transfers)	54 minutes (1 transfer)	24 minutes (no transfers)	19 minutes (no transfers)	

^{*}AM Average of All WET Routes for TSM and Build; 2015 and 2035 No Build times based on bus travel times between Van Dorn Metro Station and Pentagon



PRELIMINARY TRANSPORTATION PERFORMANCE (OTHER MODES)



			2015		2035			
Measure		No Build TSM B		Build	No Build	TSM	Build	
Traffic Operations	Average Vehicular Travel Time*	16 minutes	16 minutes	17 minutes	16 minutes	17 minutes	18 minutes	
Bicycle and Pedestrian	New/Improved Sidewalks	None	None	None	None	Enhanced pedestrian crossings at intersections	Shared use bicycle/ pedestrian path, widened	
Peuestrian	New/Improved Bicycle Facilities					None	sidewalks, and streetscape improvements	
Capacity	Corridor person throughput **	2,350 persons per peak hour	2,610 persons per peak hour	2,840 persons per peak hour	2,610 persons per peak hour	2,720 persons per peak hour	2,940 persons per peak hour	

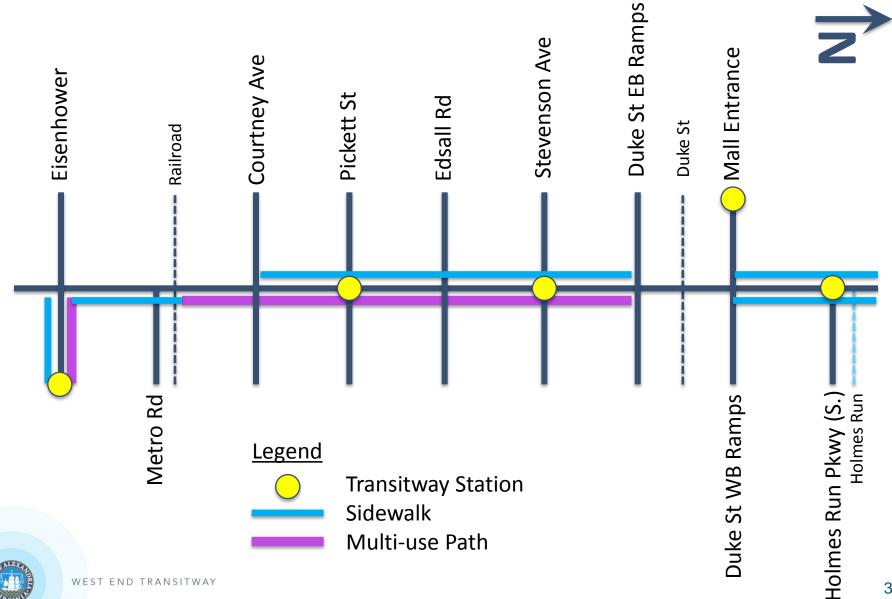
^{*} AM peak hour northbound Van Dorn to Shirlington

^{**} On Beauregard between Sanger and Mark Center



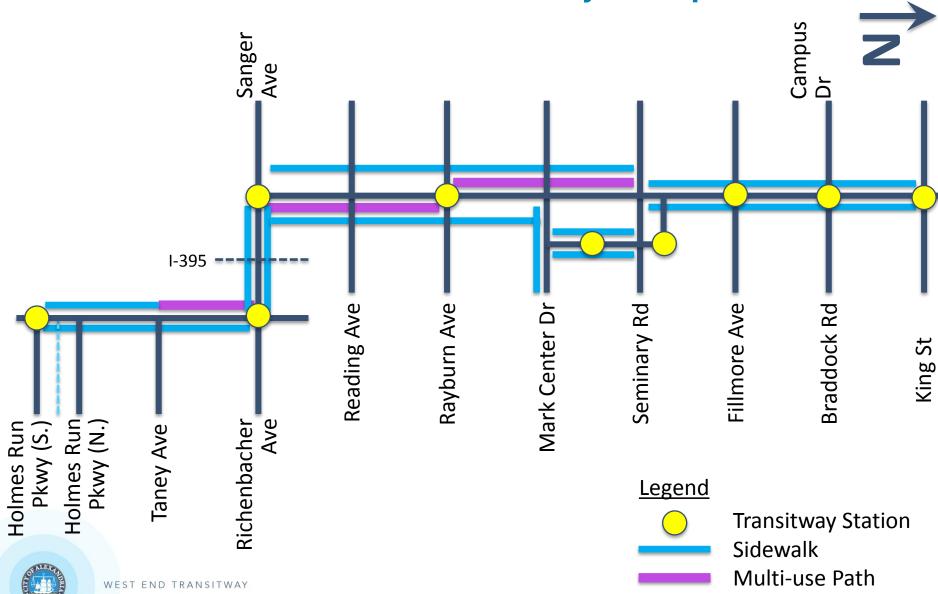
WEST END TRANSITWAY

PRELIMINARY TRANSPORTATION PERFORMANCE **Build Alternative Pedestrian and Bicycle Improvements**



PRELIMINARY TRANSPORTATION PERFORMANCE





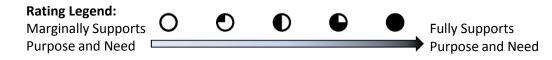
PRELIMINARY LAND USE AND ECONOMIC DEVELOPMENT CONSIDERATIONS



			2015		2035			
Me	easure	No Build	TSM	Build	No Build	TSM	Build	
	Supports planned							
Land Use	development				Marginal	Moderate	Strong	
	Ratio of Jobs to Dwelling Units *	0.72	0.72	0.72	0.84	Moderate 0.84 13.9M Square Feet	0.99	
Economic	Level of new development permitted				13.5M Square Feet		21.1M Square Feet	
Benefit	Potential to increase pace of retail development**					\$2.4M	\$4.9M	

Note: Based on assumptions of the Development Potential Memo

^{**}Value of additional retail development projected.





^{*} A ratio of 1.0 indicates a balanced development pattern

Measure	Description	No Build	TSM	Build	
Property	Additional Right-of-way Required	None	Minimal	2.7 acres	
Impacts	Potential Property Acquisition	None	None	1 property	
	Commercial Parking Spaces Impacted	None	None	72 spaces	
Parking Consideration	Residential Parking Spaces Impacted	None	None	3 spaces	
	On-street Parking Spaces Impacted	None	None	None	



5 DISCUSSION AND NEXT STEPS



DISCUSSION AND NEXT STEPS

- Winter 2014/15
 - Alternatives Analysis Report
 - Request to Enter FTA Project Development
- Spring/Summer 2015
 - Environmental Documentation
 - Conceptual Engineering
 - Refined Cost Estimation
 - Financial Planning

www.alexandriava.gov/WestEndTransitway







Happy Holidays!



PROJECT IMPLEMENTATION SCHEDULE



	2014	2015	2016	2017	2018	2019	2020
AA and EA Process							
Preliminary Engineering and Project Delivery Approach							
Detailed Engineering							
Construction							Opening

